



Update: Monroe Street Neighborhood Greenway

Public Safety Advisory Committee
June 27, 2019

Presentation by
Brett Kelter, Associate Planner
Stephen McWilliams, Associate Engineer
Steve Adams, City Engineer

What is a Neighborhood Greenway?

- Low-volume, low-speed street
- Safe & comfortable route for pedestrians and bicyclists of all skill levels
- Ideal volume = 1,500 vehicles per day
- Use a variety of design features:
 - Signage
 - Pavement markings
 - Intersection Treatment
 - Traffic Calming
 - Traffic Diversion



Monroe Street route



Project Background



- **2007 & 2013** = Neighborhood greenway routes identified in Transportation System Plan (TSP) updates
- **2013** = ODOT grant to develop Concept Plan for Monroe Street Neighborhood Greenway
- **Dec 2015** = City Council adopted Concept Plan by resolution, with request for additional traffic data
- **March/June 2018** = Presentation of traffic analysis report to Council, followed by resolution to move forward with modifications

Concept Plan (Process)

- Project Advisory Committee (PAC)
 - NDAs (Historic Milwaukie, Ardenwald, Hector Campbell, Linwood)
 - Bike Milwaukie
 - PSAC
 - Clackamas County Ped/Bike Advisory Committee
 - Clackamas County Dept. of Transportation
 - Clackamas Fire District #1
 - City Departments (Engineering, Planning)
- Workshops & Open Houses



PAC Discussions

- Tour of Route
- Review of Needs & Opportunities memo
- Map exercise with greenway tools
- Washington Street alternative route
- Traffic diversion
- Review Concept Plan drafts
- Preparation for public workshops

6 Meetings

- ❖ Sept 2014
- ❖ Oct 2014
- ❖ Feb 2015
- ❖ March 2015 (2x)
- ❖ May 2015



Public Workshops

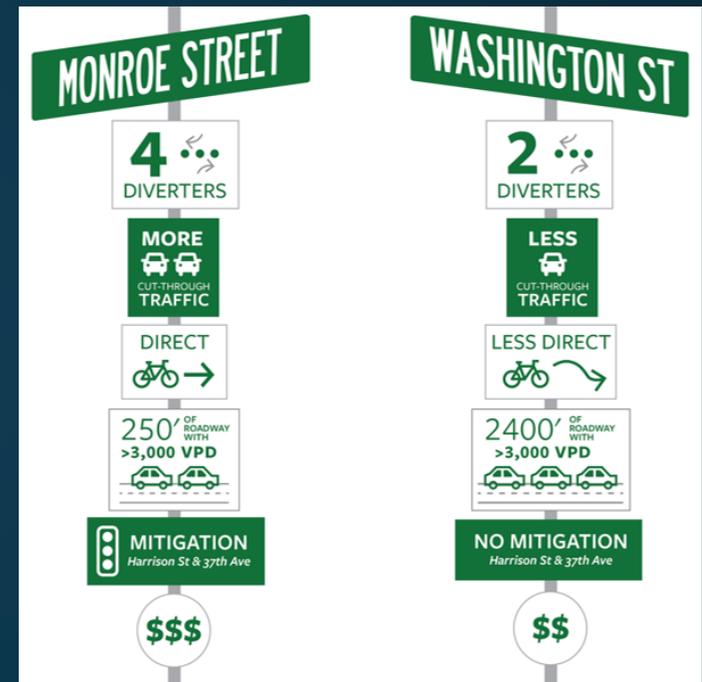


- **Dec 2014** = Project introduction w/ breakout session on potential improvements
- **March 2015** = Review Draft Design document
- **June 2015** = Open House to get comments on draft
- **July 2015** = Explanation of Washington St bikeway proposal and timeline for Concept Plan adoption

Council Direction

- **Dec 2015** = Adoption of Concept Plan, with direction to obtain more traffic data (for decisions about diverters and Washington St alternative)
- **June 2018** = Resolution to proceed with project, using Washington St route and eliminating diverters at 37th Ave and 42nd Ave

Engineering Department has taken on the project for design and construction.



Washington Street Alignment Treatment Matrix

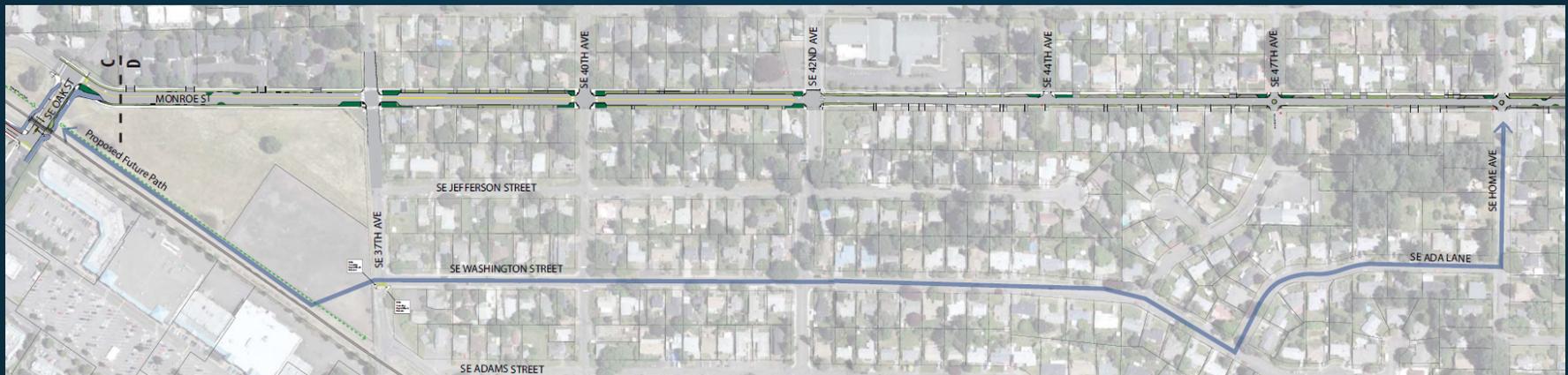
Table 3. Matrix of Scenario Components – Washington Street Alignment

	Refinement 1	Monroe St Alignment	Washington St Alignment
Traffic Calming Location			
Monroe St - west of Campbell St	x	x	x
Monroe St - between Oak St and 42 nd Ave	x	x	
Washington St - between 37 th Ave and 42 nd Ave			x
Monroe St - between 42 nd Ave and Linwood Ave	x	x	x
Monroe St/Thompson Rd - east of Linwood Ave	x	x	x
Monroe St Diverter Location			
OR 224	x	x	x
37 th Ave		x	
42 nd Ave		x	
Linwood Ave	x	x	x
New Traffic Signal Location			
Harrison St/42 nd Ave	x	x	x
Oak St/Monroe St/Railroad Ave	x	x	x
37 th Ave/Harrison St		x*	
New Pedestrian Signal Location			
Monroe St/Linwood Ave	x	x	x
Monroe St Gap			
Open to pedestrians and cyclists (shared use path)	x	x	x
Open to vehicle traffic			

* The traffic signal was identified as a potential solution based on traffic performance results from the scenario modeling.

Washington Street alignment

- Intended as flatter and lower-volume route for bicycles
- Utilizes off-street path across McFarland site (Oak St to 37th Ave)
- Eliminates need for traffic diversion at 37th Ave and 42nd Ave
- Pedestrian facilities still needed on Monroe (42nd Ave to Home Ave)



Washington Street alignment

Pros

- Monroe St east of 42nd Ave less than 1,500 vehicles per day (vpd)
- Washington St between 37th & 42nd Ave less than 500 vpd
- Intersections would operate within mobility standards
- No significant expected cut-through traffic compared to Monroe St alignment

Cons

- Greenway route is less direct and intuitive for new users
- Monroe St west of 42nd Ave exceeds 4,000 vpd
- Conditions likely to worsen at already congested intersections
- Neighborhood cut-through traffic may occur on 25th Ave, Stanley Ave, Montgomery Dr, Queen Rd, and 74th Ave

Monroe Street Greenway Timeline

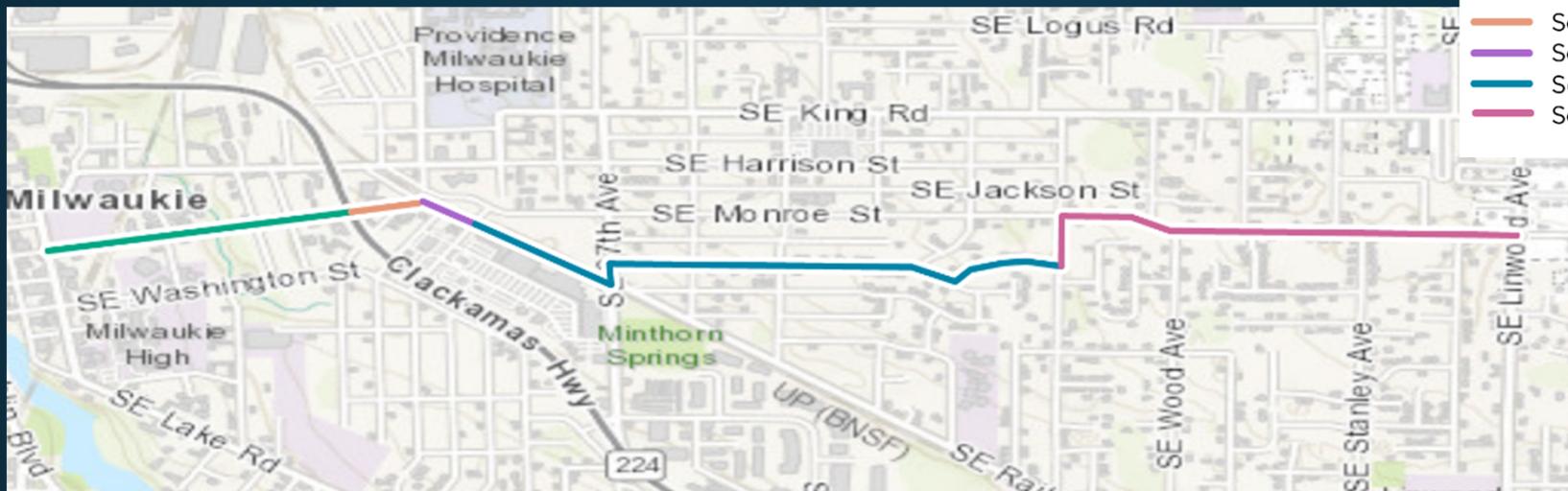
- **June 2019** = Applied for Metro Active Transportation Regional Flexible Fund Allocation (RFFA Grant)
- **December 2019** = Notification of Receiving Grant
- **In case we do not receive RFFA Grant funding:** Construct segments A thru C
 - Segment A - 21st Ave to OR-224
 - Segment B - OR-224 to Campbell St
 - Segment C - Campbell St to Oak St
 - Segment D - Washington Street Bike Route (Oak St to Home Ave)
 - Segment E - Home Ave to Linwood Ave

Design Development / Construction Timeline

Task	Segments	Schedule	Funding
Preliminary Design (30%)	A-E	2020-2021	CIP
Final Design (100%)	A-E	2021-2022	ODOT STIP
Construction	A-C	2022-2024	ODOT STIP
Construction	D-E	2022-2024	RFFA

Segments

- Segment A
- Segment B
- Segment C
- Segment D
- Segment E



Questions?



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